

2.

Serials.

NORDDEUTSCHER LLOYD.**BREMEN.****IMPERIAL GERMAN MAIL LINES.**

FOR STEAMERS TO SAIL

| | | |
|---|--|------------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG..... | "GOEDEN"..... | WEDNESDAY, 7th Sept., Noon. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA..... | "DERFLINGER"..... | About WEDNESDAY, 7th September. |
| MANILA, ANGOLA, YAP, MAR- VUN, NEWGUINEA, BRIS- BANE, SYDNEY and MEL..... | "PRINZ SIGISMUND" Capt. D. Lenz (T. 17,000) | SATURDAY, 10th Sept., Daylight. |
| YOKOHAMA and KOBE..... | "GOEBLEN"..... | About TUESDAY, 23rd September. |
| KUAT and SANDAKAN..... | "BORNEO"..... | (T. 5,500) Capt. V. Sembil |

* Fitted with Wireless Telegraphy New System of Telefunken.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th August, 1910.

Intimations.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR
HARTMANN'S RAHTEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIKLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

SOLE Agents for
FERGUSON'S SPECIAL CREAM
and
P.-O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 1st March, 1910.

CHEONG HING

HAS ALWAYS ON HAND
A LARGE ASSORTMENT OF
CURIOS, PORCELAIN, JADESTONE
AND
SILK EMBROIDERIES.

Inspection Solicited.

No. 77, Queen's Road Central,
Hongkong, 1st July, 1910.

OSMAN &
CASUM,
1 & 2, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.
LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully
executed

Hongkong, 6th September, 1910.

Intimations.**THE YOKOHAMA DOCK CO., LTD.****NO. 1 DOCK.**Docking Length..... 325 ft.
Width of Entrance... 80 "

Water on Blocks.... 28 "

NO. 2 DOCK.In course of construction.
Docking Length..... 176 ft.
Width of Entrance... 50 "

Water on Blocks.... 26 "

NO. 3 DOCK.In course of construction.
Docking Length..... 482 ft.
Width of Entrance... 63 "

Water on Blocks.... 32.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the amenities of Captains and Owners are respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles, and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for lifting Sailing Vessels in or out of the bay. The Floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridges, Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 878, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins,
Yokohama, April 28th, 1910.

[12]

TO LET.

TO LET.

POSSESSION ON 1ST NOVEMBER.

A FIVE-ROOMED HOUSE at MOUNT

GOUEN, the Peak, known as "BICTON."

For particulars, apply to

DENNYS & BOWLEY,
Solicitors,
Hongkong, 8th August, 1910.

[13]

TO LET.

21, CONDUIT RD, CLIFTON GARDENS.

GODOWNS, 1st to 15, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD,

3rd Floor.

A HOUSE in WONG-MEI-CHONG ROAD.

OFFICES, YORK BUILDING.

No. 10, DES VUEUX ROAD CENTRAL,

1st Floor.

SEMI-EUROPEAN FLATS, Praya East

corner of Observation Place. The

Trams stops at the door.

CLINICAL DISREGARD OF FORMER PLEDGES

in relation to Korea. But here it may be urged on behalf of Japan that in this matter

she may well feel herself only called upon to

make good her attitude in the eyes of other

Powers, and there can be little doubt that one

and all have signified their formal

acquiescence. A further disadvantage must

be recorded in the fact that Japan has

now definitely embarked upon a policy of

mainland possession, with the risks and

expense thereby involved. Already the bur-

den of empire would seem to have taxed the

population of Japan to a severe extent, but

this new departure must add to that

burden. On the other hand the annexation of

Korea may have formed part of the original

SCHEME OF EXPANSION

mapped out years ago, of which each step has

been most carefully taken. The history of

Japan shows that in her larger schemes she

does not move without forethought, and it may

be that with her eyes fixed on a point still

farther off, she thinks little of a move that calls

for a momentary halt on the banks of the Yalu.

The majority of commentators on Japanese

affairs are to be divided into two classes, those

in whose eyes Japan can do no wrong and

those who are convinced that she cannot do

anything right. Fortunately there are some

who have never admitted the necessity of

joining either of these categories. As the

ALLY OF GREAT BRITAIN.

at a time when her alliance was of considerable

practical utility to our influence in the counsels

of Europe, Japan has a natural call upon the

spontaneous support of Britain the world over.

Accordingly a national sentiment has been wholly

in her favour and would be normal circum-

stances remain so long as the Alliance lasts.

Such sentiment, however, cannot last indefinitely

or the individual to possible shortcomings that

may exist entirely outside the scope of the

Alliance. It becomes rather the burden duty

of those who realize the value of the Alliance

in the equilibrium of the political world to

point out any likely cause of disagreement.

In order that these should not be allowed to ac-

cumulate through ignorance, both they and

the public will be informed of the

understanding between the two nations.

If Japan has incurred of late the

CRITICISM OF THE BRITISH PRESS.

It is because her forward policy has brought

her into conflict with British interests in

a manner not anticipated in the first

enthusiasm of the Alliance. Settlement we

like to regard as a national asset, but is inter-

national politics in its role must be exceedingly

small. In the present instance the belief in

the good intentions of Japan has prompted the

chance of approval that has greeted the an-

nexion of Korea. Closer observation shows

that the story of Korea has not altogether

warred that belief but allowances will be made

for the past dimness of the situation. In the

hope that annexation will alleviate the lot of the

Koreans. As they have been unable to govern

themselves the responsibility laid on Japan to

show them the meaning of civilised govern-

ment in the interests of the people.

She has now a free hand and the

inhabitants of Tokyo who at first did not

favour the Government will be allowed to do

so now. The Korean people are to be given

a chance to prove that they can rule in the

changed order. If Korea had done so the

Government would have been compelled to

do so.

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changed order. If Korea had done so the

Intimation.

**J. W.
Powell,**
22d.,

**GENTLEMEN'S
OUTFITTERS -**

**NEW GOODS . . .
SOFT DRESS-
SHIRTS - - -
VERY LIGHT WEIGHT
PERFECT FITTING.**

**NEW
CELLNETT
UNDERWEAR . . .
COOL
SAFE
DURABLE.**

**BATH . . .
ROBES . . .
LARGE ASSORTMENT.**

- NECKWEAR -

**Exclusive Designs
Specially Selected.**

ART SHADES

**IN
CREPE DE CHINE
IRISH POPLIN, ETC.**

**EVERYTHING
FOR
GENT'S WEAR.**

**W.M. POWELL,
LTD.**

**28, Queen's Road,
(Opposite Clock Tower)**

Public Companies.

GREEN ISLAND CEMENT COMPANY, LIMITED.

A N INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th June, 1910, will be payable 1st day of September, 1910, on which date, on Demand Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th day of September, 1910, both days inclusive.

SHEWAN, TOMEY & CO., General Managers, Hongkong, 26th August, 1910.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE NINTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, St. George's Building, No. 6, Connaught Road, on SATURDAY, the 27th September, 1910, at Noon, for the purpose of receiving a Statement of Accounts and Report of the General Manager for the year and fixing 1st July, 1910, and selecting a Consulting Committee and Auditors.

SHEWAN, TOMEY & CO., General Managers, Hongkong, 2nd September, 1910.

DOUGLAS STEAMSHIP CO. LTD.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Offices on SATURDAY, the 24th September, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to 24th September, both days inclusive.

DOUGLAS LAPRAK & CO., General Managers, Hongkong, 3rd September, 1910.

Auction.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

The Undersigned will Sell by PUBLIC AUCTION,

on THURSDAY,

the 8th September, 1910, at 12 o'clock (Noon), at his Sales Rooms, Duddell Street.

IN ONE LOT.

All those Pieces or Parcels of Ground situate at Kowloon Point and registered in the Land Office respectively, as THE REMAINING PORTION of SECTION "A" of KOWLOON INLAND LOT NO. 441, and THE REMAINING PORTION of SECTION "B" KOWLOON INLAND LOT NO. 441, with the European Dwelling House thereon known as "GLEANTHORPE," Kimberley Road. The Property is held for the residue of the term of 75 years from the 24th June, 1888, created by the Crown Lease of Kowloon Island Lot No. 441.

Total Area 6,38 square feet.

Total annual Cows Rent \$28.21.

For further particulars, Conditions of Sale and inspection of place, apply to

GEO. P. LAMMERT, Auctioneer,

Hongkong, 25th August, 1910.

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE.

FOR the purpose of renewing some parts of the haulage machinery the Service of Cars will be SUSPENDED from 5.00 P.M. on SATURDAY, 10th Inst., till 8.00 A.M. on MONDAY, 12th Inst.

JOHN D. HUMPHREYS & SON,

General Managers,

Hongkong, 1st September, 1910.

[578]

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the Revenue Farms in the State of North Borneo from 1st January, 1911, as set out hereunder:

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock noon on the 1st day of October, 1910, for the purchase of the exclusive privileges of the Farms enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1911.

The Farms above referred to are the Opium, Spirit, Gambling, and Pawnbroking Farms for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenders may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guttie & Co., Singapore and Penang, or of Messrs. Gibb Livingston & Co. at Hongkong.

The rental rates for the Opium Farm for 1910 and 1911 are those specified below:

| | |
|------------------------|-------|
| For every 3 hms packed | 50.14 |
| " " | 0.10 |
| " " | 0.24 |
| " " | 0.32 |
| " chl receivable | 1.45 |
| " tabl | 4.80 |

Hongkong, 20th June, 1910.

[474]

HUNG ON & CO., SHOW ROOM AND STORE

at the Premises formerly occupied by

A. CHEE & CO.,

174, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS AND FURNITURE

IMPORTERS AND DEALERS.

C. HOOKE & CO., Drapery, Linen and Silks, Glass and Iron Ware, of all descriptions, always on hand for sale or on hire moderate rates.

Hongkong, 1st August, 1910.

[475]

YANKEES AND RUBBER

THE POSSIBLE EFFECT OF THE TEMPORARY WITHDRAWAL OF U.S. RAW RUBBER FROM THE MARKET.

A distinctly uncharitable factor has been provided the Rubber Market by the present downward trend in share values recorded of late in Wall Street. Are we or are we not to face, in the matter of rubber, the very direct effect upon the value of this commodity experienced in 1907? This is a question many of those interested in the raw rubber market have been putting to themselves each morning as they read the news of share movements in New York, and the question is one, frankly, none outside the innermost circle of rubber can pretend to answer in a fish'n' likely to bring immediate comfort to the Plantation Rubber shareholder.

The fact that the United States consumers represent the market for about 65 per cent of the world's available supplies of raw rubber is generally admitted. The further fact that manufacturers—be they large or small—must acquire, and that speedily, substantial additions to their narrow stocks, or must fill their practically empty stores, are a couple of obvious facts which can't escape the attention of the careful student of this particular industrial position.

If, however, a period of practically universal depression, due primarily to the inability of the United States to export raw material, or partially manufactured material, in the shape of cotton, corn, etc., has to be faced, two very certain prospects are in front of the American manufacturer.

In the first place, he has to recognize that a shrinkage in the usual financial facilities granted him in boom times has to be calculated upon. In the second instance, on the part of the banks, to finance his ventures means, no doubt, decreased output, and at first sight increased selling prices for the articles he is converting from raw material into merchandisable commodities. The question, however, at once arises, in the potential consumer, the proletarian, or, at best, the lower middle classes—ever in a Republic grades of society obtain—continue to live upon the spending basis which boom times admit of them doing? A millionaire, it is true, may get through in the course of a year two dozen pairs of rubbers; but, from the producer's standpoint, his orders in point of pairs earned from sales do not equal the single pair, or, perhaps the couple of pairs, per capita purchased by the worker under "full time" or the clerk in employment—these latter requirements figuring at thousands of pairs of rubbers against the millionaire's couple of dozen. Given, then, short sight in the industrial world, the sacking and (if we may judge on an old-world analogy) the subsequent and almost immediate impoverishment of the blackout brigade through absence of employment and inability to obtain fresh "cribs" on account of financial depression; the ultimate effect upon the prof. of any producer who is not directly associated with the vending of such articles, or, ab'ately essential commodities may readily guessed.

We have instanced only one source of revenue open to the United States rubber manufacturers—a source which roughly represents some seven millions sterling per annum to him and to his fellows. Rubbers are hardly looked upon throughout the Eastern States of America as luxuries, but if a man or a family is forced to consider the question of groceries and food, we fancy food would hold the winning card. Innumerable other industrial and domestic economies in connection with the rubber manufacturing trade would of necessity follow, especially if the spell of financial depression were to any way prolonge.

POSSIBLE EFFECT OF A REDUCED DEMAND.

Accepting this, then, as an inevitable fact and assuming that the character of the demand for manufactured rubber goods in the States are, in consequence, reduced to near the minimum, the question—not necessarily arises what is the prospective effect upon the price of the raw material should such depression prove more than merely temporary? Knowing, as we now do, that the United States rubber manufacturers have "not" a stock of raw material in hand which they had prior to, during and immediately after the 1907 period of depression; knowing too, that the chances are all against a prosperous "fall" in the United States—the inability of this country to export grain, according to present harvest calculations, alone is practically a profit point—will the raw-rubber consumers remain the anxious buyers of the commodity they have been doing recent months, or will they, figuring upon the inevitable effect of their buying in a narrow market, refrain from openly appearing therein, and consequently cause a material reaction in the average price of the commodity?

It has been generally admitted that, while the smaller rubber manufacturers in the States are living a hand-to-mouth existence in the matter of supplies, the large firms—representing the "Trust"—had sufficient raw material in hand to easily fill orders for the autumn and winter, but at the end of July their stores—in other words, their invisible supplies—would reach vanishing point.

THE POWER OF THE TRUST.

The end of July is here; the financial ramifications of the United States Rubber "Trust" are admittedly very great. How great it is not within our knowledge to accurately assess; but the point remains, are the stores of these associated purchasing and manufacturing concerns sufficiently stored to materially depress the price of the raw commodity, assuming that for a period—of greater or shorter duration—their buyers are "out" of the market?

Remember, the United States stands roughly for 65 per cent of the world's available raw rubber supplies. It contains, on the one hand, other, a very high percentage of its manufactured goods of such raw material as

they buy.

Remember, too, that the "Trust" is a

monopoly.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

or

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s
BULL DOG

BRAND

GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—5s per annum.

WEEKLY—11s per annum.

The rates per quarter and per annum, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily news is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residence without any extra charge. On copies sent by post an additional £1.00 per quarter is charged for postage.

The postage on the weekly issues to any part of the world is 8d per cent per quarter.

Single Copies, Daily, 1s each. Weekly, twenty-five cents (for cash only).

DEATH.

Early on Sunday morning, at No. 2, Ormby Villas, Kowloon, MARION MAUD EDITH, dearly beloved wife of Arthur Bellamy Brown. Aged 30 years. [53]

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 5, 1910.

FORT TRADE IN NORTH CHINA
IN 1909.

In the Port Trade Statistics and Reports for North China in 1909, some striking instances are to be found of the wonderful development that northern ports have undergone during the past few years. The main feature in last year's trade was the increase in the exports of beans and bean-cake from Manchuria, and to all accounts this trade is likely to be even greater in the present year, notwithstanding high prices now ruling. If the staple should be held up, at any rate its products are being exported in increasing bulk. At Dairen, for instance, a new department of the port trade was introduced by the opening of a market for bean-oil. In Europe, hitherto this oil had been regarded merely as a by-product of bean-cake and had been exported almost exclusively to South China ports. There is, however, probability, therefore, that in future the positions of beans and bean-cake will be reversed, the latter being the staple product, the former being a by-product of the former. Articles of general consumption, such as cotton, silk, and so forth, also increased considerably in value, and were largely exported to the northern ports.

discharged as again, 5,000 tons in 1908.

This capacity will shortly be raised to 15,000 tons, when the wharf extensions are completed, and this again will be doubled by the projected grain elevator and coal shipper. The restriction upon the entry of vessels into Port Arthur was practically removed by a negotiation of the Kwantung Government, issued on the 8th July, since which time junks have been permitted to enter a certain portion of the second section of the harbour during the daytime only. The rumour about the opening of Port Arthur to general commerce has been confirmed by a statement made in the Japanese Diet on the 27th January, 1910, by Count Komura, Japanese Minister of Foreign Affairs. It is probable that the South Manchuria Railway Company will use the port as a depot for the export of coal. The prosperity of Port Arthur in future would appear to depend upon its being thrown open without restrictions of any kind, as well as upon the rate of railway freights to the interior. Mr. Francis A. Carl, the Customs Commissioner at Newchwang, states in his report that in spite of very persistent accounts from certain quarters that the trade of Newchwang was a fast-dying one and that the port was suffering from commercial stagnation, the trade of 1909, taken all round, has been of a most satisfactory character, and although the value of imports is not so large as in 1905, which holds the record, the value of exports exceeded that year's figures by 25 per cent. The conditions of trade were sound throughout, and there was none of the rash speculation which formed one of the objectionable features of the trade of 1905. The net value of the trade amounted to \$5,018,080 taels, an increase of more than 13,800,000 taels over the trade of the previous year and 22,700,000 taels over that of 1907, but it fell short of the record year—1905—by almost 4 million taels. This last fact is no doubt explainable by the fact that whereas Newchwang was in 1905 the only door through which the trade of Manchuria passed, she has now to face the competition of two powerful rivals—Harbin in the North and Dairen in the South. That Newchwang should have held its own in the face of this competition seems to augur well for the future of her trade. In the Spring the Harbour opened on 24th March and by the end of the month 28 steamers were in port. During the year, the total shipping aggregated 643 vessels with a tonnage of 667,554 tons, an increase of 125 vessels and 136,424 tons over the entries in the preceding year. The Japanese flag headed the list with a total of 271 vessels, 274,717 tons. The British flag took second place, with 177 vessels, 220,761 tons. Third place was taken by Chinese shipping—79 vessels, 69,142 tons. In the Native Customs report for Newchwang, Mr. Stanley F. Wright remarks that since 16th September when a Viceroyal proclamation was posted ordering that all importations of the drug from outside Manchuria should be accompanied by a special *hukchao* from the Mukden Min Chong, Suo, not an ounce has been declared, and in consequence the price of opium in the shops of the licensed dealers has doubled. The excessive stringency, however, overreaches itself. Smuggling the drug has become more profitable, and as there are no Customs stations at either of our local railway termini, it is also a safe venture. Passengers have not been slow to make good use of the opportunity. At Tientsin the total revenue collection in the year amounted to 2,752,015 taels, an increase of 392,568 taels as compared with the previous year. The year's collection, though falling considerably below that of the record year 1906, when foreign imports contributed most largely to the total, may, in respect of the growth of export trade, be taken as of more value to the country; for, whilst the large revenue collected in 1906 was greatly due to forced and reckless increase of foreign importation, which produced subsequent overstocking of the market and partial stagnation of trade, the total collected in 1909 shows an increase which, if not very remarkable, is based on steadier and sounder foundations and gives good hope for the future. At Chefoo we read, trade, though stationary as regards imports, showed remarkable expansion under exports, with the result that its gross value reached a total of 44,320,000 taels; something more than the high figure yet attained in any one year. The returns for the past year are regarded as full of promise for the future, more especially as the two chief needs of the port, railway and a breakwater, are receiving the earnest attention of the Government and will, there is reason to hope, be provided at no distant date. The emigration to Russian Manchuria suffered a severe set-back in 1909, mainly as a consequence of the prohibitive tariff on certain imports—including many of the necessities of life for the Chinese coolie—which came into force at Vladivostok and on the frontier generally in March, 1909. Only 1,200 persons left and 200 returned by the Vladivostock route. The bulk of the exodus through Chefoo was via Dairen and Antung, many of the coolies having worked on the railway no doubt. There returned from South Africa 3,042 coolies, leaving about 7,000 in all, returning to Chefoo and China. In 1909, the Chinese ports may be looked upon as somewhat satisfactory and probably the best in the region.

LOCAL AND GENERAL.

THE V.R.C. will hold the Annual General Sports on the 2nd, 3rd and 4th inst.

Mr. Roosevelt has repudiated the published statement that he is planning to visit China next year.

The Paris Flood Commission has proposed safeguard, the total cost of which will be nearly 9,000,000.

The Molochino Tea Factory at Hankow has been totally destroyed by fire. The British Council building was threatened.

The Japanese have completed the abutments of the Yalu bridge which, it is calculated, will be completed in the soft moon next year.

An egg factory has been erected in Tsingtao and dealers are importing eggs from the southern provinces.

A SMALL lot of Crown Land, measuring 30 square feet, at Tang Lo Wan, was sold by public auction at the P. W. D. this afternoon. Mr. C. Choo Moda was the purchaser for \$1.

The body of the popular and beautiful second daughter of the Earl of Bachao has been found in a minor near Aviemore, Scotland. There were no signs of violence and a considerable sum of money was found on the body.

As Prince King experienced great difficulties in his work of opium prohibition, he wished to tender his resignation as Anti-Opium Commissioner. Prince Chiang has dissuaded him from taking this step and agreed to seek to remove the obstructions in his way.

GENERAL BOTHA received an ovation at Perton on August 9. Speaking in English, he said, in reply to the allegation of Sir P. Fitzgerald that he had acquiesced in the introduction of Chinese labour into the South African mines, that he told Lord Milner that the Boer would never agree to the introduction of the Chinese, and he had consistently opposed that course.

In response to a request by the Foreign Legation in Peking the Wal-wu-pu has forwarded a circular to the Provincial Governments asking them to have the report on the anti-opium movement, and the reduction of the revenue from prepared opium, the number of opium smokers who have given up the habit and the number of smokers who have not given up the habit, etc., etc., sent to the Wal-wu-pu without delay.

Mr. L. D. Weeks, chief of the hull and boiler division, Bureau of Customs, arrived at Hongkong from Manila last week to inspect the work on the new launch that is being built for the Customs service there. The new launch will be 42 feet over all, 33 feet on keel, it has six inches beam, with a depth of 6 feet and is expected to make 12 knots. Upon completion the launch will be taken to Manila and added to the Customs flotilla. The launch is being built by Messrs. Macdonald and Company.

INDICATIONS of a tragedy of the bay were found this morning, reports the *Amelia*. Tides of goit, by the cutter *Negro* as it returned with a portion of those who made the sea here, with Secretary Dickinson. Six miles off the breakwater it came upon an abandoned Japanese fishing boat floating with the drift of the tide. It was floating bottom up and lashed alongside of it was its mast which had been unshipped or carried away. It was believed that the occupants of the boat had taken refuge on the bottom of it, after it overturned, and had either been rescued by another craft or been washed off by the sea. *Negro* sent a boat and a line to the sampan and was preparing to take it in tow when a launch from the *Beaufort* of Navigation came along and picked it up. It was brought to Engineer Island where it is held to await information from the owners.THE N.C.D. News of yesterday says:—We regret to have to record the death of Mr. G. W. Appleby, chief engineer of the Chinese revenue cruiser *Chuen-tien*, which occurred at the Victoria Nursing Home on Monday night after a long and severe illness. Mr. Appleby, who was 55 years of age, joined the Customs service as second engineer in 1888 and was promoted to the rank of chief engineer in '90. In '07 and '08 he held the post of inspector of launches at Canton and was afterwards appointed chief engineer of the revenue cruiser *Chuen-tien*. He was held in high esteem by his brother officers and by the members of the Coast Inspector's Office and in '09 he was forced upon him the Pao Ning of the Fourth Order. The funeral took place at Bubbling Well Cemetery yesterday afternoon and was attended by a large number of representatives of the Customs Service and sympathetic friends. The deceased leaves a widow and two children, to whom the deepest sympathy is extended.

DEATH OF MRS. HELLARY BROWN.

We regret to record the death which took place early on the morning of Sunday, at No. 2, Ormby Villa, Kowloon, of Mrs. A. Bellamy Brown, wife of the editor of the *China Mail*. The deceased lady took ill on a short time ago, and her condition was never thought to occasion any alarm, until the evening before her death. When it became known that she had passed away on Sunday morning the news came with painful suddenness to the many friends who were privileged, with an intimate acquaintance with Mrs. Brown, who was very popular for her charitable disposition and accomplishments. Mrs. Brown was a daughter of Mr. John L. Plummer, of the Hongkong Observatory. Her husband, Mr. Bellamy Brown, was more prominent when in Hongkong than in any other year in the past. Mr. Brown had in view a visit to the Old Country, but when Mrs. Brown was taken ill he accompanied her to hospital for treatment. After her recovery he accompanied her back to Hongkong. This morning he came to the office of the *China Mail* to pay his respects to his wife, and to see that the arrangements had been made for her funeral. Mr. Bellamy Brown died at 12.30 p.m. on Saturday evening.

THE GOVERNMENT.

The court-martial at Macao to try the pirates captured in Colva concluded its sittings shortly after midnight on Saturday. Eight men were found guilty of crimes committed while in Chinese territory and were sentenced to banishment for 10 years to Portuguese East Africa, the same flight being to be served in the *Portuguese East African*. They will be more remitted when the 10 years are over. The news came with painful suddenness to the many friends who were privileged, with an intimate acquaintance with Mrs. Brown, who was very popular for her charitable disposition and accomplishments. Mrs. Brown was a daughter of Mr. John L. Plummer, of the Hongkong Observatory. Her husband, Mr. Bellamy Brown, was more prominent when in Hongkong than in any other year in the past. Mr. Brown had in view a visit to the Old Country, but when Mrs. Brown was taken ill he accompanied her to hospital for treatment. After her recovery he accompanied her back to Hongkong. This morning he came to the office of the *China Mail* to pay his respects to his wife, and to see that the arrangements had been made for her funeral. Mr. Bellamy Brown died at 12.30 p.m. on Saturday evening.

Big Fire in Hongkong.

THREE BLOCKS DESTROYED.

SIX LIVES LOST, MANY PERSONS INJURED.

Shortly after half-past two o'clock on Sunday morning a fire broke out in a piece of goods shop at No. 2, Jervois Street. The Building had promptly responded to the call, but it was then found that two of the adjoining houses, Nos. 3 and 102, also piece goods shops, were likewise involved without any hope of salvage, for the flames had already receded such a grip upon all three tenements that it was seen to be impossible to prevent their destruction and the firemen's efforts were directed more particularly to the rescue of several persons said to be within the burning walls and to the prevention of a spread of the conflagration.

After some hard fighting, the flames were ultimately got under. Several injured men were rescued from among the wreckage and two dead bodies were brought out. While the rescue work was in progress, cries for help were heard from under

A FILE OF DEBRIS.

ON ANOTHER ROOM.

CHINESE DEALERS LOSE THE MARKET.

The opium trade, which has been under a cloud for the past three months owing to the imposition of the restrictive tax in Canton since June last, has experienced another boom since Friday. Availing themselves of the demoralised condition of the market, brought about by the vexatious regulations in Canton and the consequent smash up in prices when quotations per chest of Bengal opium were down as low as in the neighbourhood of \$1,000 per cwt. early last week, Chinese dealers—both here and in Shanghai—with their wonted shrewdness, formed themselves into a small but finally strong "combine" and, without arousing suspicion, began buying in a few cases at a time, until in the end they have now succeeded in controlling all the available supplies at cheap prices. Following their ability to command the movement of nearly every chest in stock they have practically again established

ANOTHER "COMBINE" IN OPUM.

Now comes the report, from absolutely native sources, that it is said, that the British *Castor & Fairs* in Peking has proposed that in place of the prepared opium licence fees in Canton the duty on opium be doubled, that is from \$1.30 to \$1.60 per chest. Our inquiries from all sources of authoritative opinion on the subject failed to elicit any confirmation of the Chinese rumour. Moreover, it is very doubtful if the Viceroy at Canton will agree to the proposal if such has been made since any increase of duty will go to the benefit of the Imperial exchequer, whilst under the legislative provisions of the Prepared Opium Licence Regulations it is the Provincial Government which has to pay the licence fees which have been levied with such unseemly energy along the coast of South China.

THE CAUSE OF THE FIRE.

A SERIES OF EXPLOSIONS.

A great deal of mystery would seem to attach to the outbreak of the fire in Jervois Street. It took place at a time when all except innocent citizens are supposed to be asleep. The town was sleeping under a sense of peaceful security when suddenly the sound of a heavy explosion awoke every sleeper in the neighbourhood of Jervois Street.

While the houses were in full swing against the flaming buildings, the fire-escape ladder was put alongside the outer walls and Firemen, Sheppard and Sheean went up the rungs so as to be able to ply upon the flames from above. Just then the walls caved in; the ladder was squashed round and both men fell to the ground. Sheppard had to go to hospital; Sheean was able to return to quarters. Inspector D. Goulay was in charge of the Police arrangements.

THE CAUSE OF THE FIRE.

SHOOTING FROM THE WINDOWS.

of some building in the vicinity of Jervois Street, he rang the alarm bell, notifying the Clock Tower fire-watchman and the Brigade generally of the outbreak.

SHOOTING FROM THE WINDOWS.

Some time ago, a series of explosions took place in the neighbourhood of Jervois Street, the alarm bell, the alarm bell, notifying the Clock Tower fire-watchman and the Brigade generally of the outbreak.

NECESSITY TO REPAIR.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Prasad, Acting Police Judge, sitting as a Civil Court in a Appeal in which the Imperial Bank of China is the plaintiff and Leung Shiu Kong the defendant, Mr. M. W. Slade, K.C. appeared for the Bank, who's Mr. C. G. Alabaster represented the defendant.

The Chief Justice, in the course of his judgment, said that the question was raised in that he was not aware that interest was to be included in the principal, having got hold of all the available supplies, can make the quotation anything they want to.

The present condition of things will not be to the benefit of the Imperial Bank, in view of the successful conclusion of the trial.

NECESSITY TO REPAIR.

THE AUTHORITY ADVISED THAT "YOU CAN MAKE ANY PRICE"; THE CHINESE CLUNG TO IT.

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THE AUTHORITY ADVISED THAT "YOU CAN MAKE ANY PRICE"; THE CHINE

THE HABEAS CORPUS CASE.

THE GOVERNOR-IN-COUNCIL
The Chief Justice, Sir Francis Pigott, and Mr. Justice Hassland, Acting Puisne Judge, sitting as a Full Court this morning, the case was resumed in which Mr. M. W. Slade, K.C., instructed by Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, applied for a rule to be directed to the Captain Superintendent of Police to show cause why he should not bring up the body of Lo Tuan Man, a prisoner at the Central Police Station, before the Court to be discharged from custody. Hon. Mr. W. Rees Davies, K.C., Attorney-General, instructed by Mr. F. L. Denys, Sr., from the Crown Solicitor's office, appeared on behalf of the Crown.

Prisoner's affidavit set out that he resided at 39 Connaught Road Central and was a mercantile assistant. He had resided in Hongkong for upwards of the last 36 years, having come to the Colony when two years of age. When 20 years old, he joined the Hongkong Police Force and remained in that employment until July, 1901, when he was certified by the Government Medical Officer as unfit for service. Upon leaving the Police Force, he started a licensed seaman's boarding-house at 17, Jubilee Street. He still owned the business in partnership with another person. For the last three years he was also assistant in the Lun Hop ship-business and managed the branch of the business relating to the supply of coal and labour for ships and he particularly supplied coal and seamen to the Hamburg-Amerika Line. He had never been associated with any unlawful society engaged in the work of bringing men into the Colony by fraud or false pretences for purposes of immigration, as alleged in the warrant upon which he was arrested. He believed that the information against him was furnished by Col. Sergeant Taylor, with whom he had a quarrel seven months ago. The quarrel arose out of the fact that one day, while he was in a licensed bawd-house, the Sergeant came in and was informed by certain Chinese who were with him that he was disliked from the Police Force. He was ordered by the Sergeant to leave the premises and on his refusing to do so, the Sergeant threatened to get him into trouble.

Mr. Slade stated that the Chief Justice at the last hearing of the application considered the matter so important that he referred it to the Full Court. As the learned Puisne Judge was not fully acquainted with the facts, he would state them briefly. The rule nisi could be obtained upon several grounds. The first and most important of all was that the banished man had no opportunity at all to defend himself before the tribunal which banished him, and not only that but after the banishment order had been made under which prisoner was to be banished in two days, the Governor-in-Council refused to extend that time under an application made for extension for the purpose of showing good cause why he should not be released, so that the man, he is guilty or not of the offences alleged against him, had never had an opportunity to show cause why he should not be banished. He had no opportunity to show the Governor-in-Council that he was not the man. He had no opportunity to show the Governor-in-Council why he should not be banished for a period of five years. The second ground was that the order of banishment did not sufficiently set out the grounds on which prisoner was to be banished, as required by the Banishment Ordinance. His submission was that the grounds on which a man is banished must be set out with sufficient particularity of date and details of the alleged offences in order to enable the prisoner to meet the charges. In that case that was by no means open to the prisoner. If those particulars were not given, an absolutely innocent man would not know what he was charged with. The words in the order said that prisoner was associated with a certain unlawful Society. It did not say what unlawful Society; further, that he was concerned in bringing men into the Colony by fraud or false pretences for purposes of immigration. They were not told when and what men and what was the nature of the fraud alleged against him. Assuming for a moment that the Governor-in-Council had received incorrect information and had made a perfectly *bona fide* decision, it did not state with any particularity what specific offences were alleged against him.

The Chief Justice—I'm not sure for what reasons these affidavits have been put in.

The Attorney-General—To make the proceedings legal.

The Chief Justice—At first sight it appears they have been put in by way of justification. I thought you were treating them in that way, Mr. Slade.

Mr. Slade—I'm not asking your Lordship to take it in that way.

Proceeding, Mr. Slade, said everything was done in a vigorous sort of way.

The Attorney-General—The offences were brought to the notice of the Governor-in-Council by the Registrar-General.

Mr. Slade said he did not wish to suggest anything except that the Governor-in-Council had not exercised his discretion in a legal manner.

Mr. Slade then proceeded to read Mr. Chenevix-Trench's affidavit which stated that the affidavit made by Mr. Brinley was not a proper official affidavit.

The Chief Justice—Speaker, an official affidavit, I think, that the officer of authority, the Registrar-General was not a proper official affidavit. Official communica-

tions are sent in shorthand. I confess, I don't like this discussion. Of course, it cannot have been avoided.

The Attorney-General said that one of his friend's main contentions was that the order was bad because prisoner had had no opportunity to defend himself. He (the Attorney-General) was glad to be given an opportunity of explaining his position. The only way would be put before the Court evidence that the prisoner was seen by the Registrar-General and had the charges explained to him.

Mr. Slade contended that the virility of the man's defence was not adjudged upon by the Governor-in-Council but merely by a junior official in the Registrar-General's department.

The Attorney-General—What's your idea of a junior official?

Mr. Slade—I call Mr. Hutchison a junior official.

Continuing, Mr. Slade stated that any stray coolie in the street could, according to the Government, be hustled out of the Colony without being given an opportunity to defend himself.

The Chief Justice—Does that question arise in this case?

Mr. Slade—Yes, I'm asking the Court to say that the procedure is wrong.

Proceeding, Counsel stated that often a mistake was made as to the identity of a person in connection with criminal charges. How much more easy was it to make a mistake when a man was never brought before the Court?

Counsel then proceeded to deal with the law.

The Attorney-General submitted that the Ordinance vested exceptional powers in the Governor-in-Council to meet exceptional conditions in the Colony. His contention was two-fold. Firstly, it was not necessary that the basis should be heard in his own defence. Secondly, and, alternatively, prisoner in fact was held and therefore the court on law rights which were made so much of by his friend had been fully complied with. That being so, it was not necessary for the Court to decide as to how far the Governor-in-Council was justified in his action. The evidence against the prisoner was amply sufficient and the Executive Council could be presumed to have satisfied themselves as to the truth of the allegations. It was more an executive than a judicial matter. The prisoner had actually admitted the truth of one of the charges and there could not possibly have been fuller investigation.

After further argument, judgment was reserved.

A QUESTION OF COSTS.

IN HABEAS CORPUS PROCEEDINGS.

Before the Chief Justice, Sir Francis Pigott, and Mr. Justice Hassland, Acting Puisne Judge, sitting as a Full Court this morning, the case was again mentioned in which Mr. M. W. Slade, K.C., instructed by Mr. M. Reader Harris, of Messrs. Wilkinson and Grist, applied for a rule to be directed to the Captain Superintendent of Police in the case of two Chinese to show cause why they should not be discharged from custody. Hon. Mr. W. Rees Davies, K.C., Attorney-General, instructed by Mr. H. L. Denys, Sr., from the Crown Solicitor's office, appeared for the Crown.

The Attorney-General said that the order of banishment had been cancelled by the Governor-in-Council.

Mr. Slade applied for costs.

The Attorney-General said there could be no order for costs at all. The men were no longer in the custody of the Police and therefore there could be no return to the order.

Mr. Slade contended that only applied to criminal cases. It could not be suggested that this was a criminal case.

The Attorney-General—This is a criminal case, Mr. Attorney?

The Attorney-General—Yes.

Proceeding, the Attorney-General stated that the only thing his friend had been able to do was to have the orders cancelled on their being found illegal.

The Chief Justice—It only shows the efficacy of the writ of *Habeas corpus*.

The Attorney-General—That may be so. As a matter of fact, the man was extremely lucky.

I did not think that my friend could have had the face to ask for costs.

Judgment was reserved on the point.

CHINA'S POLICE SYSTEM.

Mr. Liou Chia, formerly Treasury of the Province of Anhui, in China, and now a highly placed official in the Chinese Police Department, has been in England for some days, the object of his visit being to study the police methods of Scotland Yard, says *The L. & C. Express* of August 12. He is proceeding to various European capitals on the same mission. A prominent official of the Chinese Embassy stated that it is proposed to remodel the police system in China. The British system will be taken as a model, having regard to local conditions.

Liou Chia has already paid a visit to Japan and the United States of America, where, among other institutions, he made a study of the police systems. On his arrival in England a visit to Scotland Yard was arranged for him through the Chinese Minister, and this was paid on the instant, when he was shown over some of the principal departments of the Yard, and witnessed some of the administrative methods in actual operation. One of the departments which interested him greatly was that in which the identification of criminals is assisted by means of the finger-print test. Liou Chia was also accompanied to one of the most congested points of London, and was shown that which always awakes the wonder of the stranger—the regulation of the traffic by the policeman on point duty. He was likewise in acquaintance with the system of street patrols. On his return to China he will go to Paris, where he was to continue his investigations.

The Chief Justice—Speaker, as an official affidavit, I think, that the officer of authority, the Registrar-General was not a proper official affidavit. Official communica-

HONGKONG AS A CUSTOMS PORT.

A correspondent writing to the *Financial News* comments on the annual report of the Harbour Master. In the course of his remarks he says:

Especial interest attaches to the present since by an Ordinance of the Colonial Legislative Assembly passed last year Hongkong was converted from a free into a Customs port. This change was regarded by some of the business community in the island with somewhat gloomy forebodings. Judging, however, by the figures presented by the Harbour Master there is nothing to warrant that pessimism, and their predictions of the dire consequences that would ensue from the abandonment of the free trade principles upon which the prosperity of the port had hitherto depended are now met with the fact that the volume of shipping has actually increased. While the port was free, it was not possible to compile a correct return of its imports and exports; but the enormous extent of trade with which it is connected might be approximately estimated from its shipping returns.

A comparison of these with the present tenor shows that Hongkong is not only maintaining its position as one of the leading shipping centres in the world, but is actually improving on its past record. In order that the full significance of the position may be appreciated it is desirable to bear in mind the

RECENT TRADE DEPRESSION experienced in all parts of the world, and of which Hongkong has had its share. It was clearly short-sighted to imagine that because there had been a slight decline in one particular branch of the colony's business — viz., sugar — that Hongkong was its beginning.

NOTICE TO CONSIGNEES.
S.S. "BENGLOE,"
FROM MIDDLEBROOK, ANTWERP,
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

E. S. JOSEPH.

Hongkong, 5th September, 1910. 158

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

EXCELSIOR, "BENGLOE,"
AND "BEN" LINE OF STEAMERS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented on or before the 15th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. Göteborg from Göteborg.

HAMBURG-AMERIKAN LINIE,

Hongkong Office.

Hongkong, 5th September, 1910. 158

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE "BEDFORD."

ARRIVAL OF THE CRUISE AT HAKOISAKI.

Nagasaki, August 7.—The British cruiser *Hood* arrived here yesterday morning at 9.30 from Qidapah, with the crew of the wrecked cruiser *Belle*, on board. As previously reported, the P. & O. s.s. *Nubia* is to call here on Sunday to convey the *Belle*'s crew—about 16 officers and 500 men—to Hongkong, from whence they will probably be shipped to England at the first opportunity.

Very little further news is obtainable about the disaster, the chief risks involving the greatest danger pending the inevitable collision. When the vessel went on the rocks she was steaming at 10 knots and the bottom plates were torn open from forward to the second funnel. For some time she bumped considerably and then gradually settled down into a firm position, being held by the rocks which penetrated her bottom.

Although there was a fairly heavy sea, there was no immediate danger to the crew, apart from the unfortunate victims in the flooded stokehold. There were no accidents in other parts of the ship and the survivors remained on board for a few hours, until the weather showed signs of becoming worse and it was deemed advisable for the *Nubia* and *Monarch* to stand off from the dangerous spot.

The work of despatching the wreck has been vigorously proceeded with whenever the weather admitted. It is stated that the *Belle* only lies about five feet deeper in the water than usual. The men are reported to have lost many of their personal effects. The *Monarch* brought back about two or three hundred tons of stores and fittings which had been removed from the wreck.

Up to the present the bodies of the victims have not been recovered. We understand that an effort will be made by the Japanese to find them.

Before the *Monarch* left the scene of the wreck on Thursday evening, as ordinary naval burial service was conducted, the crew of the *Monarch*, *Monmouth*, and *Bedford* participating. *Bedford* was.

Events Coming.

Tuesday, 6th September. Rights and Hough auction sale of furniture at 2s Austin Avenue, Kowloon, 11 a.m.

Wednesday, 7th September. Theatre Royal, Warwick Mts. is Comedy Co. 9 p.m.

Thursday, 8th September. Auctioneers, "Glenhoros," Kowloon, 12 noon. Gen. P. Lammer's.

Saturday, 10th September. Hongkong Hotel half-yearly meeting, at the Company's Hotel, 12.30 p.m.

B.C.C. Aquatic Sports at V.R.C. Park 3.30 p.m.

Tuesdays, 11th September. Ocean College Re-open.

Wednesday, 12th September. Gymnastics Meeting at Macau Centre, 3.30 p.m.

Meeting of China Light and Power Co. Ltd. 6.30 p.m.

Hongkong Cricket Club opens all cricket grounds 1 p.m.

IMMEDIATE steps are to be taken for the erection of a sugar-beet factory in Kowloon.

COUPLES
ADVERTISEMENTS.

HONGKONG HOTEL COMPANY LTD.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 10th September, 1910, at 12.30 P.M., for the purpose of receiving a Statement of Accounts to the 30th June, 1910, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 10th Sept., both days inclusive.

By Order of the Board, C. MOONEY, Secretary, Hongkong, 5th September, 1910. 158

NOTICE.

K NOW all Men by these Presents that I, E. S. JOSEPH, Broker, of Hongkong, do hereby declare that from henceforth I shall CEASE to use and Sign the Surname of JOSEPH and that I now adopt and take the name of E. S. JOSEPH GOULD and I shall now add at all times thereto and Sign the said Surname of JOSEPH GOULD instead of that of JOSEPH.

E. S. JOSEPH.

Hongkong, 5th September, 1910. 158

NOTICE.

K NOW all Men by these Presents that I,

Captain Haberl, having arrived, Consignees

of Cargo are hereby informed that their

Goods are being landed, and placed at their

risk in the hazardous and/or extra-hazardous

Godowns of the Hongkong and Kowloon Wharf

and Godown Company, Limited, whence de

livery may be obtained against Bills of Lading

counter-signed by the Undersigned.

Optional Cargo will be carried on unless

notice to the contrary be given TO-DAY.

All Claims must be presented within ten

days of the steamer's arrival hereafter which

date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns and all Goods remain

undelivered after the 15th inst. will be sub

Shipping—Steamers

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS YOKOHAMA TO VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:

"EMPEROR OF INDIA" SATURDAY, Sept. 17TH.

"EMPEROR OF JAPAN" SATURDAY, Oct. 8TH.

"EMPEROR OF CHINA" SATURDAY, Oct. 29TH.

"MONTEAGLE" TUESDAY, Nov. 2ND.

"EMPEROR OF INDIA" SATURDAY, NOV. 16TH.

"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 18 NOV.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Cabin while crossing the American Continent by Canadian Pacific direct Line).

Passenger for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES.—Special rates (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (united intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and Americas Railways.

Via Canadian Atlantic Port

..... 44.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

| For | Steamship | On |
|------------------------------|---------------|------------------------------|
| SHANGHAI, KOBE & MOJI | "NAMSANG" | FRIDAY, 9th Sept., Noon. |
| MANILA | "YUENSANG" | FRIDAY, 9th Sept. 4 P.M. |
| SHANGHAI VIA NINGPO | "HANGSANG" | SATURDAY, 10th Sept., Noon. |
| SINGAPORE, PENANG & CALCUTTA | "FOOKSANG" | WEDNESDAY, 14th Sept., Noon. |
| TIENTSIN | "CHEONGSHING" | THURSDAY, 15th Sept., Noon. |
| MANILA | "ZOONGBANG" | FRIDAY, 16th Sept., 4 P.M. |

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kaisen*, *Nanzen* and *Fukien* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Mi-ji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Staterooms have separate accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Nagoya Ports, Chioo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kodai, Lakad, Dato, Simpura, Tawoo, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 5th September, 1910.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|------------------------------|------------|-------------------|
| MANILA | "TAMING" | 6th Sept., 4 P.M. |
| ILOILO & CEBU via AMOY | "SUNGKANG" | 7th " 4 P.M. |
| SWATOW, AMOY & SHANGHAI | "PAKHAI" | 7th " 4 P.M. |
| TSINGTAU, CHEFOO & NEWCHWANG | "YANOHANG" | 8th " Daylight. |
| SHANGHAI | "CHINHUA" | 8th " " |
| CHEFOO & TIENTSIN | "HUIHOW" | 10th " 4 P.M. |

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WES' RIVER, Twice Weekly.

AL. "LINTAN" and S.S. "SANJU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmania Port.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have separate accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Alden, Chees, Linn, Cleckley), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid night on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWINEY,

Agents.

Hongkong, 5th September, 1910.

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HONGKONG—MANILA

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship | Port | Captain | Fare | Sailing Date |
|-----------|---------|---------|--------|--------------------------------|
| WIND | Al. Foz | | MANILA | SATURDAY, 10th Sept., 12 Noon. |
| WIND | Al. Foz | | MANILA | SATURDAY, 10th Sept., 12 Noon. |

SEHWAN TOMBS & CO.
GENERAL AGENTS.

SAILING—Steamers

OSAKA SHOSEN KAISHA



REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

TRANS-PACIFIC SERVICE.

CONNECTING AT TACOMA WITH

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

REGULAR SERVICES PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

Shipping—Steamers

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

THREE PORTS IN THE CANAL.

(With liberty to call at Mombasa, Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK:

S.S. "SAINT PATRICK" ON or about

10th Sept.

For Freight and further information apply to

DODWELL & CO. LIMITED.

Hongkong, 5th September, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa also Venice and Trieste, all Mediterranean and South American Ports up to Callao.

(Taking Cargo on through Raids to Peru, Chile, Ecuador, Bolivia, Paraguay, Uruguay, Argentina, Brazil, and Bahia, also Brazil, Paraguay, Uruguay, Argentina, and Malaga.)

THE Steamship

"CAPRI".

Captain Moreto, will be despatched as above on MONDAY, the 11th September, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & CO. Agents.

Hongkong, 5th August, 1910.

"SHIRE" LINE OF STEAMERS LIMITED.

FOR MARSELLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE".

Captain Gregory, will be despatched as above about 17th September.

For Freight or Passage, apply to

JARDINE, MATHESON & CO. LTD. Agents.

Hongkong, 5th August, 1910.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIO".

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LIMITED. Agents.

Hongkong, 5th August, 1910.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING".

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees risk and expense.

Cargo remaining on board after 4 P.M. of the 1st Inst. will be landed at Consignees risk and expense.

Cargoes of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be forwarded by the undermentioned.

DAVID SASOON & CO. LIMITED.

Agents.

Hongkong, 5th September, 1910.

RUBBER STATE RETURNS

| | June | July | Total |
|--|--------|--------|---------|
| Allagar | 2,500 | 3,220 | 5,720 |
| Akor Pungai | 2,000 | 2,150 | 4,150 |
| Aima | 700 | 850 | 1,550 |
| Anglo Malay | 41,752 | 56,617 | 98,369 |
| Ayer Kuning | — | 853 | 853 |
| Ayer Molok | — | 2,013 | 2,013 |
| Ayer Panas | 500 | 900 | 1,400 |
| Balgowie | 9,725 | 8,75 | 18,475 |
| Batek Rabbit | — | 1,335 | 1,335 |
| Bantong | 1,948 | 2,700 | 4,648 |
| Batu Caves | 15,024 | 17,158 | 32,182 |
| Batu Tiga | 7,589 | 8,662 | 16,251 |
| Beram | 975 | 1,543 | 2,518 |
| Beverlast | — | 40,202 | 40,202 |
| Bikam | 1,166 | 3,051 | 4,217 |
| Birah | 900 | 1,088 | 2,088 |
| Bukit Kasjung | 4,793 | 5,473 | 10,266 |
| Bukit Rajah | 20,812 | 30,740 | 51,552 |
| Bukit Lintang | 3,800 | 3,872 | 7,672 |
| Bukit Timah | 779 | 634 | 1,413 |
| Bukit K. B. | 300 | 300 | 600 |
| Carry United | 11,000 | 12,000 | 23,000 |
| Cassifield | 3,700 | 3,800 | 7,500 |
| Changat Serding | 3,139 | 3,613 | 6,752 |
| Changat Salak | 950 | 1,000 | 1,950 |
| Cicely | 17,495 | 16,000 | 33,495 |
| Consolidated Malay | 14,720 | — | 135,254 |
| Caledon | 2,000 | 3,401 | 5,401 |
| Chumor | 630 | 268 | 978 |
| Chersonea | 2,124 | 2,223 | 4,347 |
| Damansara | 27,911 | — | 133,772 |
| Edinburgh | 6,410 | 6,500 | 12,910 |
| Federated (Selangor) | 11,7 | 6,355 | 18,055 |
| F.M.S. Rubber | 18,670 | 21,720 | 40,390 |
| Gedong | 14,600 | 15,000 | 29,600 |
| Gleately | 1,653 | 1,735 | 3,388 |
| Glenorchy | 3,87 | 4,800 | 8,677 |
| Golden Hope | 2,056 | 5,114 | 7,170 |
| Golconde | 11,803 | — | 70,177 |
| Gula Kalumpang | — | 10,000 | 10,000 |
| Harpendera | 8,700 | — | 33,610 |
| Haytor | — | 349 | 349 |
| Hewwood | 903 | 1,100 | 2,003 |
| Hill & Lowlands | 37,727 | 39,665 | 78,392 |
| Inch Kenneth | 13,31 | 17,400 | 30,711 |
| Indergill | — | 824 | 814 |
| Jugra | 10,014 | 11,758 | 21,772 |
| Jebong | 19,300 | — | 102,140 |
| Kapar Para | 12,57 | 16,473 | 29,043 |
| Kamulung | 7,051 | 7,035 | 14,086 |
| Kempey | — | 3,107 | 19,088 |
| Kepit | — | 975 | 3,600 |
| Kiebang | — | 256 | 256 |
| Kota Tinggi | 664 | 50 | 3,698 |
| Kuala Kang | 1,16 | 10,015 | 11,171 |
| Kuran | 2,70 | 2,640 | 4,710 |
| Krian Kub. Est. | 3,214 | 3,100 | 17,847 |
| Kuala Lumpur | 45,300 | 48,130 | 93,430 |
| Labu | 10,134 | 16,616 | 26,750 |
| Lambidor | 37,793 | 36,725 | 74,518 |
| Lebury | 9,114 | 6,444 | 15,558 |
| Mation | 1,912 | 1,183 | 7,446 |
| New Serendah | — | 415 | 415 |
| North Hommock | 5,108 | — | 21,891 |
| Nova Scotia | 10,100 | 14,075 | 40,005 |
| Pajam | 3,000 | 3,850 | 13,850 |
| Pating | 27,418 | 27,438 | 54,856 |
| Pegoh | 3,170 | 3,000 | 21,466 |
| Pengkalan Durian | — | 968 | 968 |
| Perak Plant | 10,874 | — | 58,414 |
| Port Dickson | 571 | — | 3,459 |
| Radells | 1,017 | — | 1,017 |
| Rambila | 611 | 597 | 5,179 |
| Riba Rubber | 4,074 | 4,137 | 15,658 |
| Rubens | 12,700 | 16,700 | 75,230 |
| Raiand | 1,755 | 1,850 | 3,605 |
| River Growers Assn. | 1,081 | 3,107 | 10,687 |
| Sengat | 7,000 | 7,031 | 40,056 |
| Selepas | 5,136 | 6,700 | 35,076 |
| Seŋapit Chob | 4,610 | — | 31,180 |
| Seŋapit Kapas | 1,700 | — | 100,000 |
| Sedjaput | 6,782 | 9,114 | 49,864 |
| Señalid | 2,608 | — | 74,500 |
| Selangor | 31,100 | 35,100 | 66,200 |
| Seremban | 3,108 | 38,155 | 21,514 |
| Sembawang | 271 | 135 | 805 |
| Secawang | 5,772 | 6,150 | 31,925 |
| Stafford | 7,907 | 10,500 | 46,001 |
| Spors & Jokers | 18,715 | 18,780 | 64,740 |
| Singapore Park | 4,900 | 5,100 | 34,020 |
| State Rubber | 24,700 | — | 140,820 |
| Sungsal Salak | 2,015 | 2,818 | 14,180 |
| Sungai Way | 6,208 | — | 23,188 |
| Tembalak | — | 664 | 664 |
| Telok Anson | 535 | 680 | 1,315 |
| Tel. Ayr | 13,000 | 15,500 | 70,300 |
| Tengku | — | 324 | 1,175 |
| Teng | — | 8,100 | 8,100 |
| Uis Pandan | 410 | 475 | 835 |
| United Singapore | 1,610 | 1,945 | 5,435 |
| United Sumatra | 4,150 | 3,710 | 21,950 |
| Vellambros | 33,500 | — | 22,750 |
| All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of lists, returns for which is above list are incomplete, will help to make the list more useful they will kindly fill in the gaps.— <i>Singapore Free Press.</i> | | | |

COMMERCIAL

10-DAY EXCHANGE

| | London | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Germany | Bank T.T. | Do. demand | Do. 4 months sight | Parcels | Bank T.T. | America | Bank T.T. | Europe | Bank T.T. | Do. demand | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |

SHARE QUOTATIONS

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon latest information given under "Commercial Intelligence."

| STOCKS | NO. OF SHARES | VALUE | PAID UP | POSITION AS PER | LAST DIVIDEND | REGULAR PRESENT QUOTATION | CLOSING QUOTATION |
|---|---------------|----------------|----------|--|---|---|------------------------------|
| | | | | RESERVE | AT WORKING ACCOUNT | PER SHARE | PER SHARE |
| BANKS, | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 130,000 | \$125 | \$125 | \$1,250,000 \$15,000,000 \$15,000,000 \$15,000,000 | \$1,027.618 | 12.5% for half year ending 31st Dec. 1909 = \$15.11 | 50 buyers \$15.11 ex div. |
| National Bank of China, Limited | 90,000 | 47 | 46 | \$1,000,000 \$15,000,000 \$15,000,000 | \$10.95 | 12 (London 1/6) for 1909 | 500 buyers |
| MARINE INSURANCE, | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$150 | \$150 | none | \$10 for 1909 | 8% 10/15 sales | |
| North China Insurance Company, Limited | 10,000 | 475 | 45 | Tls. 107,773 | Final of 7/6 making 15% for 1909 | 5% 10/15 | 110 buyers |
| Union Insurance Society of Canton, Limited | 12,400 | \$150 | \$100 | \$1,000,000 \$15,000,000 \$15,000,000 | \$15.00 | Final of 5/6 per share, making 15% per share for 1909 and an interim dividend of 10% per share for 1909 | 500 sellers |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$12 for year ending 31st Dec. 1909 and interim of 5% on account of 1909 | 7% 10/15 | 300 | |
| FIRE INSURANCE, | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$60 | \$1,000,000 \$15,000,000 \$15,000,000 | \$4,840 | 50 and bonus \$1 for 1909 | 514 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,000,000 | \$27 for 1909 | 5% 10/15 | 325 buyers |
| SHIPPING, | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$35 | \$35 | Dr. \$37.7 | 5% (or 1909) | 500 sellers | |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | none | 5% for year ending 30th June 1909 | 500 sellers | |
| Hongkong, Canton & Macao Steamship Co., Ltd. | 80,000 | \$15 | \$15 | \$100,000 | Dividend of \$1 for 1909 | 5% 10/15 | 315 sellers |
| Indo-China Steam Navigation Co., Ltd. (Preferred) | 60,000 | 45 | 45 | L. 517.8.2 | 6/- for 1907 on Preferred shares only (ex 1/8 1906 - \$5.15) | 500 sellers | |
| "Do." (Deferred) | 60,000 | 45 | 45 | L. 517.8.2 | and 5/- per share (coop. No. 12) making 15% in all 6/- for 1908 & interim of 1/- for ac. 1909 | 5% 10/15 | 375 |
| "Shell" Transport and Trading Company, Limited | 4,000,000 | 41 | 41 | L. 517.8.2 | A dividend of 5% for yr. ending 30th June 1909 | 500 sellers | |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$1.15 | A bonus of 5% for yr. ending 30th June 1909 | 500 sellers | |
| REFINERIES, | | | | | | | |
| China Sugar Refining Company, Limited | 30,000 | \$100 | \$100 | Dr. \$10,000 | 500 per share for 1909 | 510 sellers | |
| Lucon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | Dr. \$10,000 | \$1 for 1907 | 500 sellers | |
| Pearl Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 10,000 | Tls. 10 for year ending 31st Dec. 1909 | 500 sellers | |
| MINING, | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 1,000,000 | 41 | 41 | Dr. 10 | Interim of 1/6 for 1909 (coupon No. 14) First year | 5% 10/15 | |
| Headwaters Mining Company | 60,000 | 41 | 41 | none | none | 500 | |
| Raub Australian Gold Mining Company, Limited | 150,000 | 41 | 41 | none | 5% per share 1/12 dividend | 5% 10/15 | |
| Orifental Consolidated Mining Co., Ltd. | 50,000 | 41 | 41 | none | Final of Gold 5/- for 1909 in all G. \$1.50 | 500 | |
| DOCKS, WHARVES & GODOWNS. | | | | | | | |
| Fenwick (Gas) & Co., Limited | 18,000 | \$25 | \$25 | Dr. \$14.60 | 5/- for year ending 31st Dec. 1909 | 500 sellers | |
| Hongkong & Kowloon Wharf and Godown Co., Ltd. | 60,000 | \$50 | \$50 | \$16,000 | 5% for 1909 | 550 buyers | |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | Tls. 1,000 | No dividend paid this year | 500 | |
| Shanghai Dock and Engineering Co., Ltd. | 115,557,000 | Tls. 100 | Tls. 100 | Tls. 671,575 | Final of Tls. 3 making Tls. 6 in all for 1909 | 500 | |
| Shanghai and Hongkew Wharf Company, Limited | 15,000 | Tls. 100 | Tls. 100 | Tls. 100 | Interim of Tls. 3 for 1910 | 500 | |
| LANDS, HOTELS & BUILDINGS, | | | | | | | |
| Anglo-French Land Investment Co., Ltd. | 25,000 | Tls. 100 | Tls. 100 | Tls. 4,514 | Tls. 6 for year ending 30th Dec. | 5% 10/15 | |
| Central Stores, Limited | 10,123 | Tls. 100 | Tls. 100 | Tls. 4,000 | 5/- on old and 6/- cents on first new issue | 500 buyers | |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$1,877 | 5/- for half year ending 31st Dec. | 500 sellers | |
| Hongkong Land Investment and Agency Co., Ltd. | 8,000 | \$50 | \$50 | \$1,9 | Final of \$1 making 5/- for year end. 31st Dec. | 500 sellers | |
| Humphrey Estate & Finance Company, Limited | 150,000 | \$10 | \$10 | \$1,671 | 45 cents for 1909 | 500 buyers | |
| Kowloon Land and Building Company, Limited | 6,000 | \$30 | \$30 | none | 5% for 1909 | 500 sellers | |
| Shanghai Land Investment Company, Limited | 95,000 | Tls. 50 | Tls. 50 | Tls. 63,969 | Interim of Tls. 3 for 1910 | 500 | |
| West Point Building Company, Limited | 12,500 | \$30 | \$30 | Tls. 30,000 | Final of \$1.50 making in all 3.80 pps | 500 buyers | |
| COTTON MILLS, | | | | | | | |
| Kwo Cotton Spinning and Weaving Company, Ltd. | 30,000 | Tls. 50 | Tls. 50 | Tls. 10,000 | Tls. 10 for year ending 31st Dec. 1909 | 500 buyers | |
| Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited | 125,000 | \$10 | \$10 | \$1,499 | 50 cents for year ending 31st Dec. | 500 | |
| International Cotton Manufacturing Company, Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 175,000 | Tls. 75 for year ending 30th Dec. | 500 | |
| Laon-kang-now Cotton Spinning & Weaving Co., Ltd | 5,000 | Tls. 20 | Tls. 20 | none | Tls. 6 for 1909 | 500 | |
| Sey Chas Cotton Spinning Company, Limited | 3,000 | Tls. 50 | Tls. 50 | Tls. 31,173 | Tls. 6 for 1909 | 500 | |
| MISCELLANEOUS, | | | | | | | |
| Bell's Asbestos Eastern Agency, Limited | 5,004 | 21/2 | 21/2 | \$1,500 | 15% per share for 1908 | 500 sellers | |
| China-Borneo Company, Limited | 50,000 | \$12 | \$12 | nil | 60 cents for 1909 | 500 buyers | |
| China Light and Power Company, Limited | 50,000 | \$5 | \$5 | none | 5% for year ended 31st Dec. | 500 | |
| "Do. Do. Social shares" | 50,000 | \$1 | \$1 | none | 50 cents for 1909 | 500 | |
| China Provident Loan & Mortgage Company, Ltd. | 125,000 | \$10 | \$10 | \$1,000 | 50 cents for 1908 | 500 buyers | |
| Dairy Farm Company, Limited | 40,000 | 27 | 26 | none | 5/- for year ending 31st Dec. | 500 buyers | |
| Green Island Cement Company, Limited | 400,000 | \$10 | \$10 | \$13,000 | Final of 45 cents making in all 75 cents per share for 1909 | 500 | |
| H. Price & Company, Limited | 12,000 | \$10 | \$10 | \$1,50 | 14 per cent. via \$1.40 for 1909 | 500 | |
| Hongkong Electric Company, Limited | 60,000 | \$10 | \$10 | none | A dividend of \$1.20 per share and a bonus of 10 cents | 500 | |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$1,500 | Final of \$3 for 1909 | 500 | |
| Hongkong Ro-ro Manufacturing Company, Ltd. | 6,000 | \$12 | \$12 | \$1,176 | Interim dividend of Tls. 11.50 15th March | 500 | |
| Macintosh & Mijne, Bouch. an Landhouswer | 25,000 | Ge. 100 | Ge. 100 | Tls. 616,583 | Tls. 12.50 15th June & Tls. 13.00 15th Sept. | 500 | |
| Plots in Lengkuai, Limited | - | - | - | \$20,000 | 50 cents on fully paid shares and 5 cents on 1/- paid shares for year ending 30th Dec. | 500 | |
| Peak Tramways Company, Limited | 51,000 | \$10 | \$10 | 13,014 | None | 500 | |
| Peak Tramways Company (new) | 50,000 | \$10 | \$10 | 18,440 | None | 500 | |
| Philippine Company, Limited | 75,000 | \$10 | \$10 | none | None | 500 | |
| Shanghai Sun-tan Tobacco Company, Limited | 10,000 | Tls. 20 | Tls. 20 | Tls. 3,150 | No dividend this year | 500 | |
| Societe des Filatures et Papeteries du Tonkin | 13,300 | Benefit shares | 25 | none | First year | 500 | |
| "Do. Do. Holdings | 13,300 | none | none | none | -None | 500 | |
| South China Morning Post, Limited | 6,000 | \$25 | \$25 | none | None | 500 | |
| Steam Laundry Company, Limited | 10,000 | \$25 | \$25 | none | 10% for year ending 31st May 1909 | 500 | |
| Telegraph Waterfall Company, Limited | 30,000 | \$10 | \$10 | none | 60 cents for year ending 31st Dec. 1908 | 500 | |
| United Asbestos Oriental Agency, Limited | 10,000 | \$10 | \$10 | none | 60 cents per ord. share for year ending 31st Dec. | 500 | |
| Watkins Limited | 10,000 | \$10 | \$10 | none | 55 cents for 1909 | 500 | |
| Watson (A.S.) & Co., Limited | 10,000 | \$10 | \$10 | none | Name | 500 | |
| William Powell, Limited | 15,000 | none | none | none | None | 500 | |

VIENNA CAFE COMPANY LIMITED (RE-ORGANIZED)

QUEEN'S ROAD CENTRAL OPPOSITE POST OFFICE
A FIRST CLASS RESTAURANT
(TABLE D'HOTE OR A LA CARTE)BAND I BAND II BAND III
AT THE BELLEVIEW HOTEL,
SHAUKIWAN ROAD,
Telephone No. 907.By kind permission of the Commandant and Officer, the 10th Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commanding from 5 p.m. on SUNDAY, the 11th September.
Ice Drifts, Best Brands of Liquors served at tables on the Lawns or Veranda. Dining Room can be reserved by telephoning to the undersigned. All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 3rd August, 1910.

INTIMATIONS

Denmarks Pride

HEYMAN'S BUTTER

SIEMSEN & CO., Sole Agents.

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NEW SHOP! JUST OPENED!!

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

| WEEK DAYS |
|--|
| 7.00 a.m. to 10.00 a.m. Every 10 minutes |
| 10.00 a.m. to 11.00 a.m. Every 10 |